

# THE DELAWARE<sup>AND</sup> HUDSON RAILROAD BULLETIN

*The  
Dak*

AUGUST 1, 1930

WHITE FACE MOUNTAIN  
AND MICHIGAN LAKE

## Endeavor



*There's always a way, if you want to,  
For where there's a will, there's a way,  
The hills of the morning look lower at night  
If you've leveled them during the day.*

*There's always a smile in the tear drop,  
There's ever a hope with a will,  
And the crops in life worth the raising  
Come from soil that is hardest to till.*

*There's ever a gain in the trying,  
Contentment lies ever in rest,  
But gained from the fruits of endeavor,  
When we've worked and given our best.*

*There's always a road to the hill top,  
A goal we can reach if we would;  
There's our work that lies here before us—  
Let us do it, and say it is good.*

—B. & O. MAGAZINE.



*The*  
**DL**

*The*  
**DELAWARE AND HUDSON RAILROAD**

CORPORATION

**BULLETIN***The*  
**DL**

Vol. 10

Albany, N. Y., August 1, 1930

No. 15

## *He Wiped the Teekaharaway*

*Veteran Susquehanna Division Engineman Started Career as Wiper in Roundhouse*

**B**ACK in 1865, after Lee's surrender at Appomattox had brought the Civil War to a close, the citizens of the village of Richmondville, N. Y., gathered to cheer the homecoming soldiers who had served at the front. On the sidewalk, watching the marching soldiers and townsfolk, glad as they that the bitter strife was over, stood a young mother with a two-year old boy in her arms. For them the war had ended some months before when the husband and father had returned home seriously ill with army fever. A few short weeks after his return he died. The only consolation they had in their sorrow was the government pension paid monthly to this widow of a private in Company "G" of the Twelfth Regiment, New York Cavalry, who had answered Lincoln's first call for men.

During the years which followed the mother worked, and with countless sacrifices on the part of his older sister and two brothers, young DAVID A. BRIMMER was able to attend school until he was eighteen years old. After graduating he worked on a farm one year, then entered the employ of The Delaware and Hudson under Master Mechanic Thomas Howard, as a wiper in the Oneonta roundhouse.

At that time there were two roundhouses at Oneonta on the approximate location of the present Car Department repair shops. To get into the "new" roundhouse, as the one most recently erected was called, the engines had to be run on the turntable of the old roundhouse, make a half turn, and then run on the table of the new house.

When DAVID went to work at Oneonta there were about 100 engines on the Susquehanna Division, each of which had both a name and number. They never ran off their home divisions; Oneonta crews turned at either Binghamton, N. Y., or Delanson.

Shortly after his employment DAVID saw the disastrous results of an accident. The old wooden bridge just south of what is known as Crandall's crossing collapsed under the weight of a locomotive which fell into the water. Engineman William Perkins and he walked down the track to see it. Rerailing the

submerged engine proved one of the hardest problems the old wrecking crew ever had to solve. The demolished bridge was then replaced by a twin span iron structure.

The life of a wiper was anything but pleasant in that day of the brass covered locomotive. He



DAVID A. BRIMMER

had to fill the sand boxes, fill and polish the kerosene headlight, and "shove down" the fire. By this is meant that, when a locomotive came into the house, half of the fire was pulled out, leaving just enough to keep steam on the engine. Then, when the locomotive was marked for its run, he would spread it out again and get the steam up on it so it would be ready to leave the house when the engine crew arrived.

Each wiper was equipped with a wad of white waste and a can of kerosene oil. The oldest wiper cleaned and polished the bright work—the guides, cylinders, and steam chest. The other wipers, ranging downward in order of seniority, were placed three on each side, and one underneath. Each of the wipers on the sides wiped one pair of drivers and the parts over them up to the running board. The man underneath cleaned the eccentrics, the inside of the wheels, the tank trucks, and the pilot. When the wipers had finished the foreman came around to inspect their work. Not infrequently he put his hand behind the wheels to make sure they were clean. If he found any black grease or dust the entire engine had to be wiped over again. The wipers took care of only those parts below the running board; the fireman cleaned the upper half of the boiler and the other parts on top. For this work the wipers received \$31 per month for twelve hours a day, with one day off a month.

The locomotives of that day, most of which were Moguls, (2-6-0 type) would only haul twenty-two cars from Oneonta to Delanson—cars which were scarcely half the size of the ordinary

rolling stock of today. Some of the locomotives then stationed at Oneonta were the *Binghamton*, *Phillip Hone*, *John Wentz*, *John Westover*, *Albany*, *Oneonta*, *Otego*, *Unadilla*, *Schoharie*, *Richmondville*, *Maryland*, *C. D. Hammond*, *R. O. Blackall*, and several with Indian names including the famous *Teekaharaway*.

During the latter part of Mr. BRIMMER's term as a wiper he was also employed as what was known as a coal heaver. Each locomotive tender carried about five or six tons of coal, in lumps weighing from ten to thirty-five pounds each. In those days the engines were "spotted" alongside a car of coal and the coal heaver stood in the gondola throwing the bulky lumps of hard coal over on the tender until it was full.

One of the incidents in early Susquehanna Division history which was indelibly impressed on the young wiper's mind was the explosion of a locomotive boiler at Schenectady many years ago. The engineer had left Oneonta with a full tank of water. Somewhere en route a bad leak developed so that by the time he reached Schenectady he was entirely out of water. Before he became aware of the condition and could dump the fire the boiler exploded. By a queer twist of fate the wheels remained on the rails while the boiler was hurled over a hundred yards out into an open field.

After six years in the roundhouse Mr. BRIMMER was given a chance to make good on the road. At that time there were no examinations to be passed; a wiper was put on an engine and if the

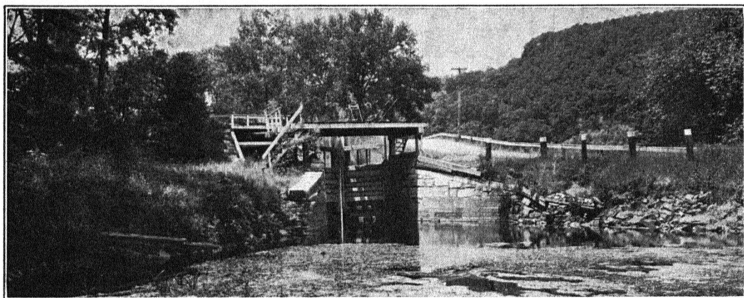
(Continued on page 237)

### *Bill's In Trouble*

I 'VE got a letter, parson, from my son away out West,  
An' my ol' heart is heavy as an anvil in my breast,  
To think the boy whose future I had once so proudly planned  
Should wander from the path o' right is hard to understand.  
I told him when he left us, only three short years ago,  
He'd find himself a-plovin' in a mighty crooked row;  
But he said the farm was hateful, and he guessed he'd have to go.  
His letters came so seldom that I somehow sort o' knowed  
That Billy was a-trampin' on a mighty rocky road;  
But never once imagined he would bow my head in shame,  
An' in the dust'd waller his ol' daddy's honored name.  
He writes from out in Denver, an' the story's mighty short,  
I just can't tell his mother, it'd crush her poor ol' heart;  
An' so I reckoned, parson, you might break the news to her—  
Bill's in the legislatur' but he doesn't say what fur.

—Author Unknown.





## *Construction of the Delaware and Hudson Canal*

*By W. J. COUGHTRY, Recorder*

*(Continuing the Speech of President Philip Hone)*

THE undertaking which has now been commenced does not claim an equal share of consideration with that to which I have just adverted; but when viewed as the work of individuals associated under the sanction of the state, but deriving no support from its funds, and when the great and important consequences which cannot fail to result from it are fairly considered, we feel assured that the public will give us the benefit of their good wishes, and contribute at least a friendly 'God speed ye' to a work which, if successful, must increase the prosperity and rebound to the glory of the state. But from you, citizens of Orange, Sullivan and Ulster, we have a right to expect something more; and judging by the friendly co-operation and support which many of you have hitherto afforded us, we have no apprehension that our expectations will be disappointed. We are preparing to open for you the means of communication with a sister state rich in the production of the soil and possessing an inexhaustible supply of coal, which, from its situation and the imperfect navigation of the rivers, is of little more value than the rich gems, which 'the dark, unfathomed caves of ocean bear.' The products of your own farms, and the timber of your own forests will also be increased in value to an amount incalculable by the facilities which will be afforded to you of conveying them, with little labor and expense, to a market always calling for supplies and never supplied.

But in the prosecution of this work we have many difficulties to encounter, many obstacles to remove, and although, from recent experience, it has been found that the talents and industry of our countrymen is sufficient to overcome them all, yet we may be allowed to say in the language of an accomplished orator of a sister state, who saw all the difficulties while he expatiated on the advantages of such an enterprize, 'To accomplish all these objects, man raises the valley, levels the hill, diverts the stream, perforates the mountain, he leads the river in unaccustomed channels and the bird of the air views the white sail of commerce usurping her accustomed haunts.'

"We look then, with confidence, to your support, interested as you are in the success of this scheme, let it not be impeded or frustrated by obstacles which your friendly zeal may remove; we have already experienced the liberality of a large proportion of the inhabitants on the line of the canal, in gratuitously surrendering their lands for our use; let there be no exceptions, for where all are benefited it is not unreasonable to expect that all will contribute.

"The Delaware and Hudson Canal Company owes its origin to an act of the Legislature of Pennsylvania, passed 13th March 1823, granting to certain of its citizens the right to construct a canal from the head waters of the Lackawaxen to the Delaware River. The principal object of which was, the transportation of coal known to

abound in the counties of Wayne and Luzerne, near the head waters of the former stream in immense quantities; and of a quality equal at least to any which has been heretofore imported from foreign countries.

"The legislature of New York perceiving at once the advantages to be derived from a participation by our citizens in a commerce so advantageous and profitable, incorporated by their act of 23rd April, 1823, the Delaware and Hudson Canal Company, which was authorized to receive from the Pennsylvania Company, a transfer of their property and rights, and to continue the line of slack water navigation from the Dela-

ware through our own state to the Hudson River, at any point which the managers might deem most advantageous. Since the passage of the first act, the legislature has manifested their good intentions towards the company by granting them in aid of their undertaking, the privilege of employing a proportion of their capital in banking operations in the city of New York. The confidence of the public was evinced by the stock being immediately taken up.

"A board of managers was elected from among the stockholders, and the institution organized with promptness and spirit under their auspices.

(Continued on page 238)

## *Glimpses of Our Off-Line Offices*

*V.—Pittsburgh*



GREETINGS from the "Smoky City," say GENERAL AGENT H. W. HAAS and the members of the Pittsburgh branch of the Delaware and Hudson Freight Traffic Department.

Early this year they moved into the new Koppers Building, one of the finest in Pittsburgh, and from the office on the eighteenth floor (Room

1824) they go forth to get the steel and soft coal shipments which help to keep the D. & H. rails bright.

From left to right we see R. O. BEEBE, Traveling Freight Agent, F. SORBE, JR., Commercial Agent, J. E. ANDERSON, Chief Clerk, MR. HAAS, and H. A. DIETZ, District Coal Agent.

## Box Cars While You Wait

*New Method of Construction Developed at Green Island Shops Cuts Production Cost and Reduces Chances for Injury by Falls or Dropping of Tools or Material*

LATE in the afternoon of almost any working day, the visitors to The Delaware and Hudson car shops at Green Island may see a box car assembled in scarcely more time than is required to tell about it. The sides and roof, which have been completely built as units on either side of the assembly track, are lifted into position on the car frame by means of overhead air hoists. In a few minutes they have been secured and the completed car is ready for the final step on the paint track. Although more men take part in the work of overhauling a box car, only twelve men are required to complete the last steps in the system in vogue at Green Island for completing one car every working day.

Under this system the car moves systematically through nine successive stations, beginning with the dismantling, through to the final stages of assembling the finished product. This is known as the "spot system", not unlike the method used at Oneonta for constructing triple hopper coal cars, a description of which appeared in *The Bulletin* of May 1, 1930.

To begin with, the box cars consigned to the shop for a general overhauling are taken to the stripping tracks at the extreme north end of the property where they are completely dismantled. Beginning with the roof all of the wood-work is removed, including the cripple blocks, door tracks, sheathing, roof carlines, end plates, ridge poles, purlines, side plates, side and end posts, side and end braces, side sills, and nailers. The material removed is reclaimed, sorted, and brought to the shop to be used on cars being rebuilt.

At station number 2 the steel underframe is completely stripped and the air brake parts are removed. The complete draft gear is then taken from the ends of the car, and the rivets on the center and side sills are cut off with an air chisel. In this operation it is interesting to note a simple device for eliminating the hazard of flying rivet heads. When the chisel is placed against the rivet, a short length of air hose, cut diagonally across at one end, is placed over the rivet head. When the head is cut it lays harmlessly in the hose instead of flying for some dis-

tance with the possibility of striking and injuring some workman. This completes the dismantling operation in two steps; the remaining seven take place in the process of reconstruction.

At station number 3 the building up of the car begins. Here the steel underframe is fitted and reamed for reinforcing the draft gear. Angle bars are riveted between the side, center, and end sills to strengthen the car throughout. The steel underframe is then riveted on all sides. More than 1400 rivets are hammered into place on each car.

The ends are assembled and placed in position on the steel underframe at station number 4. With the assistance of a set of steel angle bars placed atop of two horses, the steel framework for the ends is correctly gauged and riveted together. The frame is then laid on a large table, the sheathing is placed in position, holes are drilled, and bolts driven through. The assembled end is then painted with a gun, lifted into place, and secured. The side doors are put together in the same manner on another table.

Station number 5 sees the reinforced underframe scraped to remove old rust and paint. One man is equipped with a chisel operated by a device similar to an air hammer which hammers the rust loose. He is followed by another workman with a revolving steel brush which dislodges the clinging bits and sweeps them clear.

The work of overhauling and putting the car in first class order is then taken up by workmen who inspect the trucks carefully and replace any worn or defective parts. Through the successive steps already described the car is moved down through the shop to the various stations. It is now ready for the final steps of applying the sides and roof.

At station number 7 the sides are completely assembled. This work is done on a table slightly larger than the side of a car. On it the framework is built up and the side sheathing is nailed in place. At the same time the other side is being built on the other side of the shop.

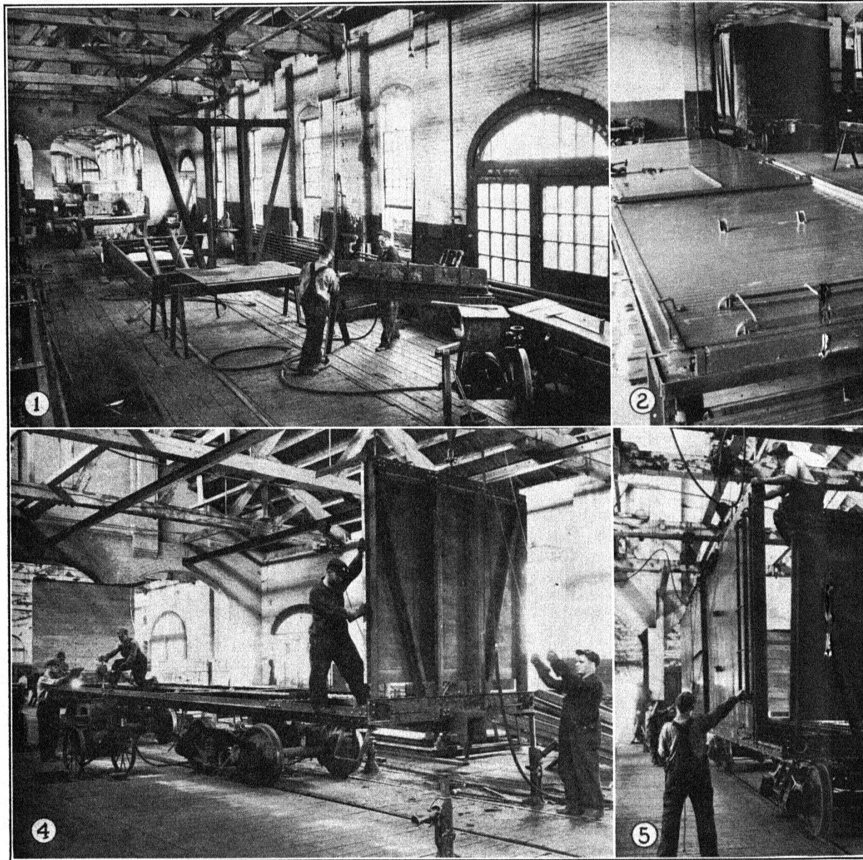
One station further on the roof is put together at the same time. On another long table the steel cross-pieces are bolted to the ridge pole and

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the roofing is nailed into place. These parts are then ready for application to the underframe. With a hoist at either end, first one side and then the other is lifted into place and secured. This done, the roof is likewise raised into position and the car is ready for movement to the paint track for the final step in the "spot system" of

building box cars. Through this system in the final steps alone twelve men now do the work formerly divided among twenty-two workmen.

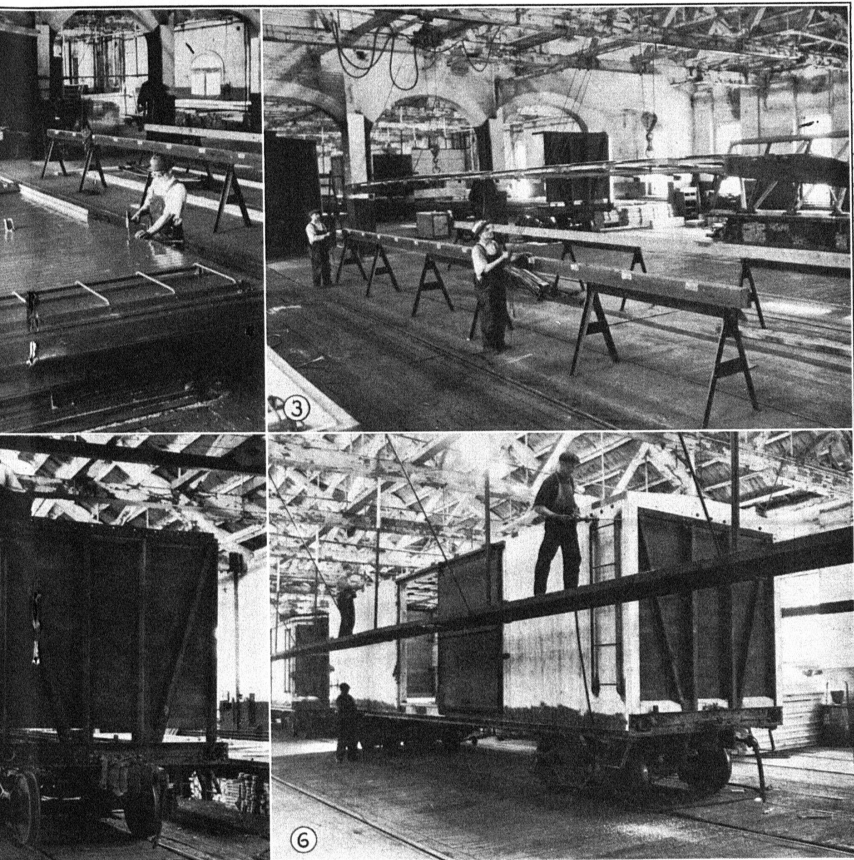
It is readily apparent that there are many advantages to be found in this method of building cars. If every man does his work on schedule everyone knows just how far the building of the



(1) Building up steel end framing on jig prior to bolting sheathing in place. (2) Sheathing, safety applied, work being placed waist-high to avoid unnecessary stooping by workmen. (3) Roofs are assembled on jig attached, in position for riveting to underframe. (5) The sides, doors already hung are next lifted into position.

car should have progressed at any given time during the day. Furthermore the output of the shop is definitely known; one car is completed daily. An added feature is the distribution of the work over a large space so that one workman does not interfere with another. A final advantage of this over the old system is the factor of

safety. By building the sides and roof on the floor the liability of men falling or dropping their tools on someone else is almost entirely eliminated. The development of this method is but another indication of the trend toward systematic work with its saving of time, labor, and materials on the Delaware and Hudson.



safety appliances, doors, etc., are applied while side framing rests on jig in a horizontal position, material and  
ed on jigs and hoisted into position as units when required. (4) Placing end framing, with sheathing at-  
d into position. (6) Only in the final stage are the workmen required to "go aloft".

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The

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CORPORATION  
BULLETIN

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*About Your Insurance*

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**A**TENTION is called to the fact that all matters pertaining to Group Insurance, either applications for coverage, changes of beneficiaries, or claims, should be handled through Superior Officers with the Assistant to General Manager, who is in charge of the Insurance Department. Several instances have recently come to light where employes insured under the Group Plan have forwarded their policies direct to the Metropolitan Life Insurance Company in New York City. This only results in delay, for all business relating to Group Insurance must be handled through channels with the Assistant to General Manager. The close observance of this rule will result in prompt settlement of claims and other matters dealing with Group Insurance.

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*Living With Folks*

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**I**F each one of us could go away off and live by himself, if we could be entirely independent of every one else in the world—in short, if people didn't have to live together—life would be a much simpler thing.

But because the old world doesn't wag that way, and everybody is tied up with and dependent upon everybody else, this thing of living with folks is a highly complex business, requiring considerable tact and finesse.

In the struggle for existence and pursuit of happiness in which all of us are engaged, a great deal depends on our relations with our fellow

men. No man will succeed who can not work smoothly with other men.

So it follows that of all the useful arts men may set themselves to master, none is more important than the gentle art of getting along with folks and winning friends.

"If I were asked to advise young fellows who want to get ahead in business," remarked a successful old man the other day to a group of young business men in a club, "I would simply say, 'Make friends.'"

"Keep skid chains on your tongue; always say less than you think. Cultivate a low persuasive voice. How you say it often counts for more than what you say."—*Staley Journal*.

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*But, Do You?*

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**S**EE that sunlight? Looks quiet and stationary, doesn't it?

Yet, it's chock full of energy. And it's very effective. It has direction.

Look at that colt rushing around, kicking up his heels, having a lot of fun. Full of energy, but not very effective. No direction. A horse only accomplishes when he's put in harness.

Scientists tell us that everything is made up of molecules divided into still smaller atoms.

You are a great conglomeration of these atoms.

You are chock full of energy. You use it in many ways in your work, skillfully or sluggishly. Which?

But as a human being you have also a unique energy. It's mental energy. It is your directing energy.

Thinking, when effective, has direction. You concentrate on your problems. You use all the knowledge you can obtain about the proposition. You add experience. You imagine possibilities. You set goals. You devise plans. You make determinations.

This you can do whether the job is small or large. Then comes in your physical energy. You put the plans and determinations into effect. Or will you?—*Strathmorean*.

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Men may be educated, but if they lack will power they are found in the ranks of Indolence and Deference. As a social force they are nil. They are only noticed by vote hunters and the census taker.—*Exchange*.



## *How First Aid Courses*

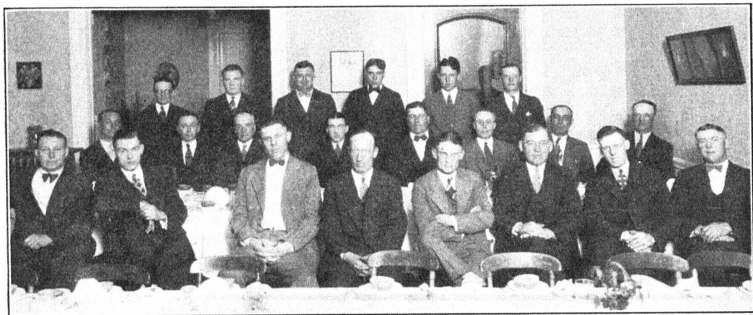
# *Prepare For Emergencies*

*In One Case Their Training Enabled Two Employes to Save the Lives of Three Victims of An Automobile Accident*

ONE day early in June of this year two Delaware and Hudson employes were driving along a State highway near Whitehall, N. Y., when they came upon an automobile which had left the road, tipped over in the ditch, and was resting on its top, in a mass of flames. Pressure on the top held the doors fast and made it necessary to break two windows to release the occupants, the man who was driving, and two

In many instances it might be a matter of some time before medical aid could be summoned; in such a case there would be need for immediate action. It is therefore important that someone be on hand who knows how to take care of the injured person before the doctor arrives, thereby preventing serious effects both at the time of the injury and later.

In cases of apparent drowning or electrocu-



Delaware and Hudson First Aid Club, Whitehall, N. Y.

young ladies. The man had a severe cut on his left leg between the ankle and knee, an artery having been pierced. He was in a very weak condition from loss of blood.

One of the railroaders, both of whom had taken the First Aid Course, applied a tourniquet to the leg, immediately stopping the bleeding. A young lady had a bad scalp wound and her ear was severely cut, both of which wounds were bleeding profusely. The flow of blood from these two cuts were stopped by direct pressure. They were taken to a physician who was very well pleased with the manner in which the injured people had been cared for, and expressed the opinion that the driver undoubtedly would have died had First Aid not been at hand.

No matter whether on or off duty, anyone is apt to face a similar scene any day in the year.

tion, artificial respiration should be started at once and continued until the patient has fully recovered his breathing or he has been pronounced dead by a physician. In some instances a man has recovered after artificial respiration has been carried on for two, three, and even four hours. If, on the other hand, it was an injury resulting from the victim having been struck or run over by an automobile, locomotive, or car, the first thing to do is to stop the bleeding, particularly if it is arterial, or from one of the arteries. This done, by applying pressure between the heart and the wound, any broken bones should be located and the limb splinted with some straight, flat board. In the case of other bones being broken they should be secured by bandages so that they cannot move until they have received a doctor's attention.

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While the above is but a general description of the proper procedure to be followed in the event of an injury, it shows that unless there is someone present with a knowledge of first aid and its practical application, anyone at the place of the accident may do more harm than good to the patient unless he is qualified to treat him. Moreover this is likewise true in the offices, shops, and on the line of our railroad.

So long as men work with tools and machinery and are about moving trains, some accidents are apt to occur. Accident prevention work is of necessity limited to those which may be termed preventable, the remainder, caused by unforeseen failures of tools, equipment, and other causes, may happen at any time. All that can be done in this latter case is to provide treatment for the injured. It frequently happens that medical attention is not readily obtainable and in such cases much can be done to ease the suffering of the injured person if someone close at hand has a knowledge of First Aid principles.

Realizing this to be true, the management of The Delaware and Hudson Railroad began to teach First Aid to its employees. The first class was organized by SAFETY AGENT RAYMOND C. HELWIG in the Oneonta Car Shops in June, 1920. On November 9 of the same year, this class was examined by Company Surgeon Cutler and all ten of its pupils were graduated. In July of the same year SAFETY AGENT H. G. STEVENS organized a class among the employees of the Green Island Car Shops, all nine of whom passed an examination before Dr. Sillocks the following January.

Since that time 64 classes have been organized, the members of which have taken the course, passed the examinations, and received certificates. Up until January 1, 1930, 1,042 men had graduated; since that date 124 more have been added to the number of employees who have received first aid certificates. To date practically every section and bridge and building foreman on the system has passed the First Aid course. It has also been the aim of the Safety Department to instruct all Police officers in first aid work. The first Police class was organized in Albany, February 3, 1928. Since that time a large majority of the men have qualified.

The course as given under SAFETY AGENTS HELWIG and STEVENS consists of ten lessons of one hour's duration each. Each of these instructors, it may be added, is qualified both by the American Red Cross and St. John Ambulance Association. After the class, taking in as many employees at a given point as possible, up to a

limit of 30, has been organized, the actual work of learning first aid is begun.

The students who successfully pass the examination are then given an attractive certificate signed by the Safety Agent Instructor, the Company Surgeon Examiner, the Superintendent of Safety, and the Vice-President and General Manager. Section Foremen who pass the test are also given a compact first aid kit to carry with them on their hand or motor cars to treat men in their gangs injured while on duty.

In at least one instance, moreover, the work of a First Aid class has not terminated with the presentation of the certificates. The class recently graduated at Whitehall, including 24 members of the Motive Power, Car, Transportation, Maintenance of Way, and Police Departments banded together to form a First Aid Club. J. E. MANELL was elected President and W. J. DARLING Secretary of the club. It is their intention to hold regular meetings to discuss and practice matters pertaining to First Aid Work.

Regular classes are being organized at all points on the system as rapidly as is possible to teach First Aid to members of all departments. Experience in the past has proven that the men who have attended these classes have many opportunities to use their knowledge to good advantage when men are injured both on and off duty. Indeed in a number of cases it has proved the means of saving human life.

In addition to the incident which occurred near Whitehall there have been many others in which employees had narrow escapes while on duty. A boilermaker inspector, working in the front end of a locomotive, while using an electric light on a lead wire in connection with his work, was severely shocked and rendered unconscious. A First Aid graduate took charge and restored the man to consciousness by artificial respiration and proper care thereafter and our company surgeon said that the treatment given undoubtedly saved the victim's life.

In another instance in one of our car shops a blacksmith's helper was cutting steel when a chip entered his left forearm cutting one of the arteries, causing a severe hemorrhage. A First Aid man, knowing how to stop the flow of blood, put pressure on one of the pressure points, thereby reducing the flow of blood, dressed the wound, and had the company surgeon attend to it as soon as possible. Again in this case a fatality was probably avoided.

During the course of instruction of a class on the Champlain Division this year, a young child swallowed the candy portion of a lollypop, which

became imbedded in its throat. One of our section foremen, living close by, was attracted by the screams of the child's mother and hastened to the scene. He dislodged the lollypop in the manner prescribed in the lessons, and assisted the mother in taking care of the child until the doctor arrived. This surgeon likewise complimented the first aider for his proper treatment of the child at the time of the accident. These are but further indications of the fact that the time and money invested in teaching or learning First Aid is well and wisely spent.

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*He Wiped the Teekaharaway*

(Continued from page 228)

engineer thought he would make a good fireman he remained in the train service, if not, he was sent back to the roundhouse wiping engines. His first trip was on Train No. 91 with Engineman Al De Long from Oneonta to Delanson and return. There was then a rigid speed restriction of 15 miles per hour on freight trains. The engineman had to judge his speed as best he could for there was no indicator in the cab although there was one in the caboose. If he exceeded the speed limit and was reported either by the conductor or some official who happened to be riding in the caboose, he was immediately suspended for "fast running".

To become an engineman in the eighties a fireman had first to fire in passenger service for a given period. After three years in freight service Mr. BRIMMER was sent to Binghamton to fire for Engineman Charles Holton. When, in April 1886, train Number 6, known as "The Flyer", stopping only at Nineveh, Oneonta, and Cobleskill, was placed on the schedule, he was assigned with Engineman Holton to handle the engine. They made the first trip from Binghamton to Troy with engine 185, returning with a freight and accommodation train No. 7 that night. On that job they made the round trip every other day, laying in Binghamton a whole day between trips. They had a through connection with a train over the Erie from Chicago destined for Boston, leaving Binghamton at 4:20 in the afternoon and arriving in Albany at 8:50. While this was not particularly fast from a modern point of view, when they were late they ran as "fast as an engine could turn a wheel". Number 6 was eventually set back to leave Binghamton later in the afternoon, now running as Number 311. In 1910 Mr. BRIMMER went from Oneonta to Binghamton to pull milk trains 315 and

318, a position he held until his retirement after 47 years of service.

Mr. BRIMMER is a member of the Masons, the Order of the Mystic Shrine, Knights Templar, Brotherhood of Locomotive Firemen and Enginemen, and the Main Street Baptist Church of Binghamton.

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THE new train service recently inaugurated by the Canadian National Railways between Montreal, Toronto, and Chicago, via Detroit, with two trains claimed to be the fastest in the world for a similar mileage, suggests some interesting comparisons. One of these trains will cover the 334 miles between Montreal and Toronto in 360 minutes, not quite a mile a minute.

As far back as 1893 the New York Central's Empire State Express covered a mile at the rate of 112.5 miles an hour. A Philadelphia and Reading train in 1904 maintained a speed of 115.2 miles an hour for 4.8 miles. That appears to remain the record for short distances. When it comes to long runs, any such speed is obviously impossible. The record between Los Angeles and Chicago, a distance of 2,230 miles, via the Santa Fe lines, was established in 1905, at 44 hours and 54 minutes, which represents a speed of 46 miles per hour. A New York Central train in 1895 covered the 436.5 miles between New York and Buffalo in 407 minutes actual time. The run averaged 64.5 miles per hour, with two stops and 28 slow-ups.

All these record runs bettered scheduled time. The maintenance of such speed day after day, year in and year out, would not be economical. German and French expresses are said to average between 50 and 60 miles an hour. Great Britain also has some remarkably fast trains. American railroad policy appears to be to respect the point beyond which it is uneconomical to push its rolling stock. Speed, with safety, always will commend a railroad to the traveling public; but it can be made to eat up more physical property than can be replaced out of the revenue that speed alone brings in.—*Wilkes-Barre Evening News*.

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*Heard at Saratoga*

"What are these tickets I found in my husband's pocket?"

"Your husband is an archaeologist. These tickets are evidences of a lost race.—*Detroit Jabbercock*.

## The Delaware and Hudson Railroad Bulletin

### *The Delaware and Hudson Canal*

(Continued from page 230)

Our first object has been to employ the best talents in the engineering department, and we have been peculiarly fortunate in our selection. The gentleman at the head of that department unites with professional talents of the highest grade, sound judgment and discretion, which enables us to rely with confidence on his opinions; and his associates, educated in their profession under his guidance, bring to the aid of our undertaking the benefit of experience obtained in the construction of the western and northern canals, in which they have been employed with credit to themselves and benefit to the state.

"The board of managers has had some difficulty to contend with in the commencement of their labours in the selection of a proper route for the projected canal from the Delaware to the Hudson, arising from the conflicting claims of those persons who, residing and owning lands on the east and on the west side of the Shawangunk Mountains, were accustomed to take only that view of the question in which their individual interest led them insensibly to see all the advantages, and to overlook difficulties and obstacles, more apparent to indifferent observers.

"The engineers were instructed to survey and explore both routes with the most scrupulous attention, and to report to the board that location which would combine with the greatest share of benefit to the company and to the community at large, the most economical expenditure of the funds intrusted to the care of the managers. This survey was accomplished, and resulted in an elaborate and able report of Judge Wright, the chief engineer, which, after a personal inspection of the whole line by a committee of the board, was unanimously adopted, and it was determined to adhere to the original plan of terminating the canal at a point on the Hudson River, at or near the village of Kingston, in Ulster County. The following extracts from Judge Wright's report, may serve to explain some of the grounds on which we have come to a decision so important, and which, although productive of disappointment to some of our friends in the county of Orange, will, we are confident, be ultimately approved of by all.

"In pursuance of your instructions requesting me to explain the several proposed routes for the contemplated Delaware and Hudson Canal, in company with Mr. Jervis the assistant engineer, and examine critically the feasibility and outline of the expense, and more particularly on which of the several routes (if they were all prac-

ticable) it was for the general benefit of the country, and for the interest of the company to locate their line of canal.

"Two general routes have been suggested, both following the Lackawaxen and Delaware Rivers to Saw-Mill Rift; four miles above Carpenters Point, and thence deviating, one following up the valley of the Neversink, and down the valley of the Roundout to tide water, near Eddy's Factory. The other following from Saw-Mill Rift down the Delaware to some proper point to gain the valley of Pawlings-Kill or Wall-Kill, and thence making as direct a course as the formation of the country would permit through Orange County, and debouch into the Hudson at or near Newburgh, a fine flourishing village.

"Several different plans, varying from this general outline, have been suggested to locate the line of the latter route, all however, tending to debouch at or near the same point in the Hudson River. I shall therefore describe the routes as the Ulster and Orange routes. The Ulster route having been examined in 1823, by Col. Sullivan and Mr. Mills, and their report being before the Board, I shall give my examinations of both these routes, having never before seen either personally. And first of the Orange route, we proceeded from Newburgh down the bank of the Hudson four miles, to the mouth of Mundeners creek, and thence passed up the valley of this stream to the Otter Hill, a branch or tributary, and then following up the Otter Hill and its waters, we found a low dividing ridge between these waters and the Walkill, although no level had been taken at this point, it was easy to see that no formidable difficulties existed in leaving the valley of the Walkill, and gaining the country which declined eastward toward the Hudson.

(To be Continued)

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It seems that the brakeman and conductor could not agree as to the pronunciation of the town along their line called "Eurelia". When the train reached there, the passengers were startled to hear the conductor from the front end of the car call, "You're a liar, you're a liar," while the brakeman from the rear of the car shouted, "You really are, you really are."

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"Can a wife forgive a husband's past?"

Usually, if hubby gives a present.—*Passing Show.*

## Clicks from the Rails

### Bees Oust Agent

Al Martindale, Railway Express Agent at Gerber, Cal., had already acted as nurse for horses, cows, pigs, pigeons, chickens, and about all the other known varieties of animals, but never before had he tackled a swarm of bees. When the shipment arrived Al was alarmed to find that the bees were on the crate instead of in it. Shortly afterward he was attacked by the head bee and then in rapid succession by three or four vice-presidents of the swarm. Al shouted fire and it was not until after a steady stream of water had been played on them that the bees retreated.

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### Carving His Hobby

If all the animal models carved by Lyman T. Williams, of the Union Pacific's Advertising Department, were placed in one collection he would have a complete menagerie. His creations include prehistoric dinosaurs, elephants, rhinoceroses, dragons, turtles, dogs, and other domestic animals.

Mr. Williams began carving when in school, beginning with totem poles made of chalk. Next he used plaster of Paris, still later turning to pliable wood for his raw materials. "It is simple and the only requirements are skill, patience, and a good sharp jackknife," he says.

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### Traveled 6,000,000 Miles

Pullman Conductor Thomas O. Taylor of the Washington District, recently retired after 47 years of service in which he estimates he traveled over 6,000,000 miles. Mr. Taylor, a Pennsylvanian by birth, was a relative of both President Zachary Taylor and the author-traveler, Bayard Taylor.

He was in a number of wrecks and holdups and one of the latter is still vivid in his memory. Two robbers had forced their way into the Pullman at the point of guns. While they were disputing among themselves as to whether or not they should "rob all the men and kiss all the girls", Conductor Taylor saved his cash collections by throwing them into an upper berth.

### World's Longest Railway

Kowloon, in China, may soon be linked by rail with Calais, France, to make the world's longest railway track. The task of completing the 240 miles of railway on the Canton-Hankow route will take five years. In 1905 the Peking-Hankow line was completed, and railway tracks were later constructed south of Hankow and north of Canton. The final stretch will complete the chain of track from Calais to South China, to make the world's longest railway.—*New Zealand Railway's Magazine.*

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### King Pulls Throttle

When King Boris of Bulgaria, wearing overalls, drove the crack Varna Express train into Plevna two minutes late, he received a harsh reprimand from the divisional superintendent, who failed to recognize the royal engineer.

After signing the regular driver's report, the King patiently explained his difficulties. Then the superintendent discovered his identity. Boris then mounted the cab and drove the express to Varna within the scheduled hour's time.—*Transportation.*

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### A Speed Record

A new record for speed over the Big Four Railway from Columbus to Cleveland, 138 miles, was set April 14, when locomotive 6474, with Albert N. Lentz at the throttle, covered the distance in one hour and fifty-five minutes. At times the train reached the speed of ninety-seven miles per hour. The trip clipped ten minutes off the record set four years ago by Engineman Joe Coffey.

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### Authors Once Railroaders

Edgar Rice Burroughs, author of the series of Tarzan books, of which millions of copies have been sold, was once a railway policeman for the Union Pacific at Salt Lake City, Utah.

William T. Seaton, formerly Chief Rate Clerk for the Illinois Central-Big Four in Chicago, has also turned author. His novel *God Have Mercy On Us*, won the \$25,000 war novel contest sponsored by the American Legion magazine and the Houghton Mifflin Publishing Company.

### Largest Railway Crane

The world's largest railway crane was recently bought by the Union Pacific. This crane lifts a maximum load of 400,000 pounds at a radius of 17½ feet. For less than maximum loads it has greater working reaches than any such crane previously built. At a radius of 48 feet it has a capacity of 45 tons. The machine, which weighs 375,000 pounds, has a low center of gravity to permit high speed operation.

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### Pipe Collector

Beginning with a pipe which soon grew too strong for him, General Yardmaster T. M. Spach at Santa Barbara, Cal., built up a collection of over two hundred pipes. The pipes, some of which are worth \$75, range in size from one inch to three feet, two holding a full package of tobacco at once. There are clay pipes, a Chinese water pipe of silver, an opium pipe, two Yuma Indian pipes, one shaped like an automobile, another like an umbrella, others resemble a parrot, a teddy bear, and one old Nick himself.

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### Saving "Per Diem"

There was haste when Frisco Lines received M. P. car 51113 at Springfield, Mo., recently. This car was received at 1:25 P. M. and contained cattle destined for the Springfield Union Stockyards. As soon as the car was received the Springfield terminal forces swung into action. The car was quickly moved to the point where it was to be unloaded. The cattle were unloaded into the stockyards speedily but carefully. Just three hours and five minutes after the Frisco Lines received the car, it was back in the hands of the Missouri Pacific empty.—*Frisco Employees' Magazine.*

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### Twins 90 Years Old

Twins now in their ninetieth year are living at and near Tuscola, Ill. They are Mrs. Katherine Ziemer of Tuscola and Mrs. Anna Dussler of Garrett, Ill., eight miles distant. They were born in Schleswig-Holstein, Germany, on October 20, 1840, and came to the United States in 1864 and 1866. They have ninety-five living descendants, besides a sister who is 87 years old.

## *Life*



**L**IFE is sweet just because of the friends  
we have made,  
And the things which in common we  
share.

We want to live on not because of ourselves  
But because of the people who care.  
It's the giving and doing for somebody else.  
On that all life's splendor depends.  
And the joys of this life, when you sum  
them all up,  
Are found in the making of friends.

—Unknown.